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AMATEURS A SPECIALTY.
8a. QUEEN'S ROAD
ST. CENTRAL.

The China Mail

ESTABLISHED 1845

ASK FOR
SUTTON GARDEN
LONDON.
OLD TOM GIN
CORRA BRAND.
SOFT AS CREAM.
AGENTS:
Bumann & Barblinger.

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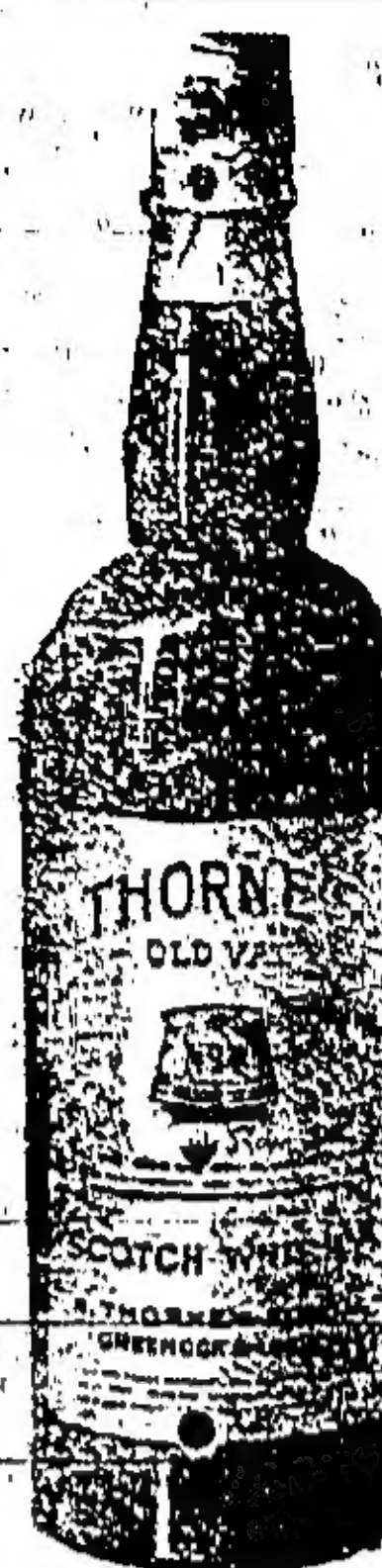
號三月六年十一百九千一英

HONGKONG, FRIDAY, JUNE 3, 1910.

日六廿月四年二號宣

PRICE, \$3.00 Per Month

OLD VAT
No. 4
SCOTCH WHISKY
Sole Agents of
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CHINA &
MANILA.
A.S. Watson &
Co., Ltd.
As supplied to the
House of Lords
and
House of Commons.



CHINA MUTUAL LIFE IN-
SURANCE CO., LD., OF
SHANGHAI
DIRECTORS AND OFFICERS.
Alexander Melwood, Esq., Chairman.
O. Stephenson, Esq.,
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C. R. Barkill, Esq.,
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.
A strong British Corporation Registered
under Hong Kong Ordinances and under
Life Assurance Companies' Act, 1909.
Insurance in Hong Kong \$3,000,000.
Assets 7,114,400.00.
Income for Year 3,073,834.81.
Total Security to Policy-
holders 7,885,862.33.
Lectures Knox, Esq., Hongkong, Canton,
District Manager, Macao and the
B. W. Tate, Esq., Philippine.
Alexandra Building, Hongkong.
Hongkong, November 16, 1909. 1424

MR GRAHAME-WHITE'S FLIGHT

A correspondent writes to the Straits Times:—Coming home very late from a ball the other night, I was just about to let myself into my chambers, when a small sootey office boy stopped and asked me the way to Wornwood Scrubbs. I told him and he marched swiftly, and determinedly away on his long walk. When I was half undressed, it suddenly flashed upon me why that boy was going at dawn to the "Scrubbs." Like lightning I put on other and warmer clothes on to my person and called out just as four-thirty was chiming from a neighbouring church. A short consultation with a half tipsy cabman, the only one to be seen for miles, and I was bowling (you do "bowl" in a hansom, don't you?) away to the "Scrubbs" as fast as the poor tired beast in front of me could go.

I reached that desolate morass just as five o'clock was striking and found a long line of motors and cabs already there and some four or five thousand people with their heads all turned in the direction of Park Royal. The crowd was of all sorts and descriptions, young clerks on bicycles, exquisite young gentlemen in fur overcoats and dress clothes, a group of boys whirling away their sodium with a football of all things which floated up into the dawn and looked much like the tiny speck we were all craning our necks to see rising over the chimneys of Park Royal. It was bitterly cold and a scariet and gold dawn illuminated the whole sky eastward, while a thick mist hung over suburban London to the west. At last I descried a speck, and then about thirty seconds afterwards, as did the crowd, for a roar went up, "Here he comes!" The speck was travelling towards us at a tremendous speed and very soon after seeing it we could hear the roar of the motor and propellers. Cheer after cheer rent the stillness of the morning as Grahame White flew right over our heads. He waved his hand to us several times, and then taking his machine with a gorgeous sweep, he rounded the gasometer and disappeared into the mist hovering over the railway line to Willesden.

He was in sight a very short time, but I think all that sporting crowd will never regret the bother of going down at the preposterous hour they did, to see this plucky fellow attempt the enormous task he had in hand. I had never seen an aeroplane of any description in flight before, and I must say it is wonderfully awe-inspiring. The roar of the propellers which appear only a solid black circle to the eye of the watcher below, the poorly whiteness of the canvas frames, stretched out like a box kite, and the small laddled figure of the man, all seem to the more pedestrian a fantasy in a dream.

Business Notices.
W. S. BAILEY & Co., Ltd.
TELEPHONE, K 21.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.
Air Compressor with Hammers and Drill, etc.
MANUAL FIRE ENGINE.
Engines, Boilers, Launches, Pumps,
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in
Chater Road.
**THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.**

S.S. "SUI-TAI" 1,235 Tons and "SUI-AN" 1,235 Tons.
Departures from Hongkong to Macao on week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.
EXCURSION TO MACAO.
The Company's Steamship "SUI AN"
GREAT REDUCTION IN FARES.
1st Class Return.....\$2.00. 2nd Class Return.....\$1.50.
Single.....1.00. Single.....0.60.
Departure from Hongkong at 8 a.m. Departure from Macao at 5 p.m.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the COMPANY'S WING LOK STREET WHARF. This steamer comes with the returning steamer from Macao.
First-class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 8 p.m. \$1. Single Fare and St.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSON, (First Floor).
Hongkong, January 1, 1909. 12

Thousands of Dollars are saved by the expenditure of a few cents.
BY THE USE OF
SOLIGNUM
THE Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANTS.
Extensively used by the British Government at Dover, Hull, Liverpool, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns. Prospectus samples and all information from the General Agents,
SIEMSEN & Co.,
(Machinery Dept.) HONGKONG.
Hongkong, December 7, 1909. 1519

ASTOR HOUSE HOTEL
(LAI & CONNAUGHT HOTEL).
QUEENS ROAD CENTRAL
CENTRALLY situated, up-to-date Hotel. Recently renovated and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an experienced French Chef.
PARTICULARS AND RATES on application to MANAGER.
L. GAMEAU Proprietor. **N. BLUMENTHAL, Manager.**
Hongkong, October 9, 1908. 1491

BALLOON ASCENT.

ON account of the rain the
BALLOON ASCENT at
Happy Retreat has been POST-
PONED to SATURDAY after-
noon, June 4th.

Cates Open.....2 p.m.
Ascent.....8 p.m.
In case of bad weather on Saturday,
the Ascent will be made on MONDAY,
June 6th.
Hongkong, June 2, 1910. 709

JAPANESE MASSAGE.

Masseur MEIJI SHA,
GRADUATE OF
KOBE MASSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCES.
No. 171, WANCHAI ROAD,
GROUND FLOOR.
Hongkong, June 2, 1910. 708

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG
Fitted throughout with Electric Light
and Fuel supplied in all Cables.
Captain J. McGarry.
LEAVES Hongkong for Canton at 9 p.m.
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 p.m. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st-Class.....\$2.50 single passage.
Meals.....\$1 each.
Servants' passages must be paid for.
CHEUNG ON STEAMSHIP CO., LD.,
No. 235, Des Voeux Road Central.
Hongkong, November 15, 1908. 134

NOTICE.

NOTICE IS HEREBY GIVEN that the
Firm of PERCY SMITH & SETH
for some time carrying on business as Public
Accountants at 5, Queen's Road Central,
Victoria, in the Colony of Hongkong and
elsewhere in this day dissolved by mutual
consent.
Mr H. PERCY SMITH will continue
to carry on business at the above named
premises and Mr J. H. SETH at No. 4,
Lee House Street.
Dated 31st May, 1910.
H. PERCY SMITH,
J. HENNESSY SETH,
Witnesses:
C. E. H. BEAVIS,
Solicitor, Hongkong. 701

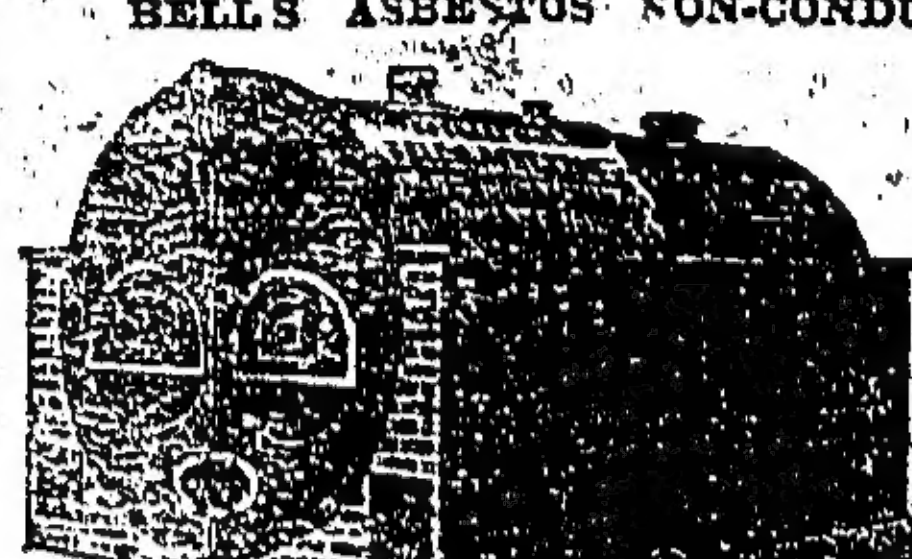
E. C. WILKS,
M. I. MECH.

**CONSULTING ENGINEER
SURVEYOR & VALUER**
OF ALL CLASSES
MACHINERY & EFFECTS.
YORK BUILDINGS,
(1st Floor), HONGKONG.


Office Tel. 185. Residence K20.
Tel. Address: WICKHAM, HONGKONG.
Hongkong, April 14, 1909. 615

THE GRAND CARLTON HOTEL
8 and 10, Ice House Road.
FIRST-CLASS, THE BEST IN EVERY RESPECT.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
Moderate Terms.
O. E. OWEN, Proprietor.

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED
SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPIES
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.
ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.
OR SUPPLIED IN
Bags of 1 cwt. each.
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TELEPHONE No. 501.



LANE, CRAWFORD & CO.
WHITE MOUNTAIN
ICE CREAM FREEZERS
1 pt. 1 qt. 2 qts. 3 qts. 4 qts. 6 qts. 8 qts. 10 qts.
Ice
Pails.
Ice
Picks.
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Shaves.
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Blankets.
TEAKWOOD ICE CHESTS
(ASBESTOS PACKED).
LANE, CRAWFORD & CO.
GUARANTEED ABSOLUTELY PURE



O. B.
BEER
IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.
Price \$12.00 - - - Per Case.
THE BEST AND MOST WHOLESOME TONIC IS
BOCK BEER
TAKEN WITH YOUR MEALS.
\$14.00 - - - Per Case.
From your dealer, or from the
ORIENTAL BREWERY, LTD.
Depot 53-57, Des Voeux Road.

DIAMONDS AND GEM-SET JEWELLERY
Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.
Jade Stone and Chinese Made Gold Jewellery.
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.
Repairs of Watches and Jewellery effected by experienced European.
J. ULLMANN & CO.
14, Queen's Road Central, Opposite General Post Office.

**PRICKLY HEAT LOTION AND
POWDER**
SAFE REMEDIES FOR ALLAYING THE IRRITATION.
SUN GLASSES.
HOUSEHOLD AMMONIA
FOR THE BATH AND ALL TOILET PURPOSES.
NESTOR SANITARY FLUID
A RELIABLE DISINFECTANT.
One Pint Tins 50 cents. One Gallon Tins \$2.00.
VICTORIA DISPENSARY.

THE GRAND CARLTON HOTEL
8 and 10, Ice House Road.
FIRST-CLASS, THE BEST IN EVERY RESPECT.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
Moderate Terms.
O. E. OWEN, Proprietor.

Business Notices.
GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.
Shewan, Tomes & Co.,
GENERAL MANAGERS.

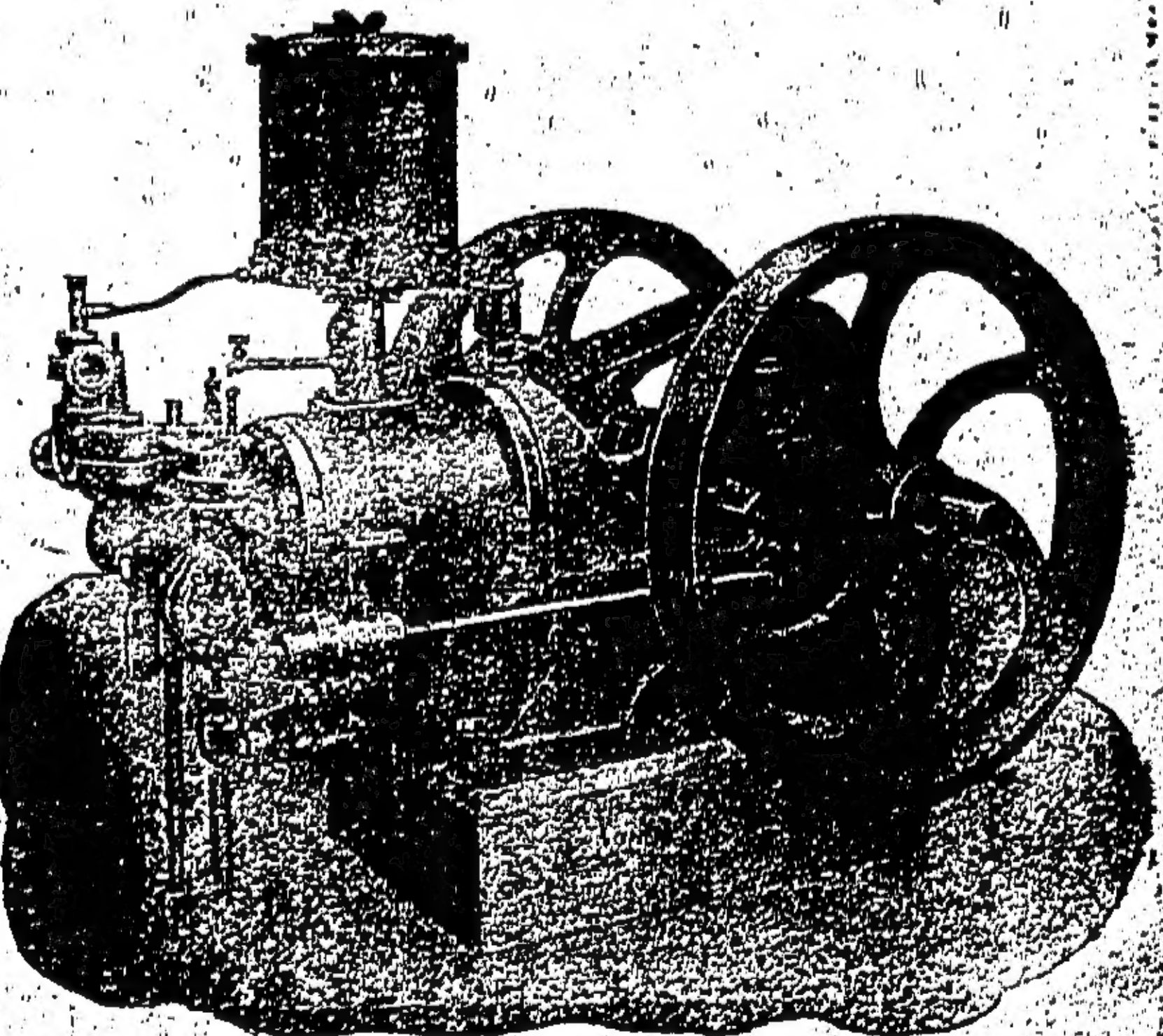
FAIRALL & CO.
NEW DRESS GOODS
BATHING SUITS & CAPS.
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**HANDKERCHIEFS,
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TELEPHONE 644. 7 & 9, PEDDER STREET.

THE HONGKONG HOTEL.
UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Station, 1,400 feet above Sea Level.
Winter. Commanding magnificent view of Hongkong, this Hotel is only a few minutes' walk from the city.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day. Meas. Telephone Add: "Peakful."
Town Office: 4, Des Voeux Road.
Hongkong, February 3, 1908.

JAMES B. PETTER & SONS, LD.,
NAUTILUS WORKS, YEovil, ENGLAND.

T. H. & J. Daniels, LD.,
ENGINEERS, GAS PLANTS MANUFACTURERS, STROUD, ENGLAND.
Producer Gas is now admitted to the most economical
Source of Power.



Makers of the most up-to-date Gas and Oil Engines in the world
and the most improved Suction Gas Plants
from 4 to 150 Brake Horse Power in stock and building
at works.
REPRESENTATIVES IN HONGKONG AND CANTON—
WILLIAM C. JACK & CO., LTD.
14, DES VOEUX ROAD CENTRAL, HONGKONG.

Kupper's
Pilsener Beer.
The Leading Beer in the Far East.
Sole Agents
Caldbeck, Macgregor & Co.,
Wine & Spirit Merchants.
Hongkong, May 25, 1910.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES;
GARGLE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROYAL'S FAMOUS TELESCOPES AND
BINOCULARS, BORD KEEVINS NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

J. A. L. 12, 1908.

ORIENTAL HOTEL

No. 2, Queen's Road Central

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
SITUATED in the most central position. Large and airy rooms. Hot and Cold
Water Bath, Gas and Electric Light. Cuisine entirely under European Super-
visor. Private Bar and Billiard Rooms. Monthly Rates for Time and Dinner.
Terms moderate.

FREDERICK REICHMANN, Proprietor & Manager.
(Late Manager of J. Lyons & Co. (Trocadero) leading Caterers in London and of the
Grand Oriental Hotel, Colombo).
TELEPHONE No. 157. TELEGRAM ADDRESS "COMFORT," HONGKONG.
HONGKONG, December 1, 1909.

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST
WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND
LASTING PROTECTION
AGAINST

WHITE ANTS.

GOVERNMENT AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

NATURAL
ENO'S
HEALTH-GIVING
FRUIT
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THE CHINA MAIL, LTD.

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ALL SORTS OF ARTISTIC JOB-PRINTING

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INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from,

THE CHINA MAIL OFFICE,
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Moderate Prices.

PRIZE MEDAL PHILADELPHIA EXHIBITION 1876
JOHN OAKLEY & SONS
WELLINGTON EMERY & BLACK LEAD MILLS LONDON
EMERY GLASS CLOTH PAPER LEAD
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JOHN OAKLEY & SONS LTD., "WELLINGTON MILL," LONDON

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(MITSU BISHI CO.)

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SOLE PROPRIETORS OF TAKA-
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TEL. ADDRESS for above: "IWASAKI"
Code: -A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macandray & Co.

For particulars, apply to

H. OISHI,

Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 9, 1909.

818

SUTTON'S SEEDS.

SPECIAL selected collections for this climate

VEGETABLES and FLOWERS

IN AIR-TIGHT CASES.

\$2.50, 5.00, 7.50 and 10.50

MAJOR.

CHINA EXPRESS CO.

ROBINSON STREET.

TELEPHONE 688.

Hongkong, May 30, 1910.

682

THE BIRD IN THE HAND

(A BIRD IN THE HAND IS WORTH TWO IN THE BUSH).

THE bird in the hand to the

merchant is the customer within

the store. It requires some sort of

attraction in the first place to get the

customer there—about the best at-
traction is a real live advertisement—
something good that will catch the eye
that has been carefully written, art-
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POWELL'S

Ladies' =

AND
Children'sBATHING
SUITS,
CAPS
and
SANDALS.

ALEXANDRA BUILDINGS.

A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SHERRY.

	Per Dozen	Per Bottle
Light Dry	\$12.00	\$1.05
B. V. de Pasto, Green Seal		
Capsule	13.00	1.10
C. C. Oloroso, Red Seal		
Capsule	17.50	1.50
D. Superior Pale Dry, White		
Seal Capsule	19.50	1.65
E. Finest Pale Dry, Nutty		
Violet Seal Cap-		
sale	25.00	2.15

The following Wines, imported in bottle, have been specially selected and procured from Messrs GEO. C. SANDEMAN, SONS & Co., of London, Oporto, and Nerves.

	Per Dozen	Per Bottle
Light Dry	\$14.00	\$1.20
Solera	20.00	1.70
Very Pale Dry	20.00	1.70
Full Golden	24.00	2.05
Pale Dry Nutty	26.00	2.25
Fine Old Brown	36.00	3.05

Note.—For Hongkong. The above prices will be increased by the amount of duty payable—\$3.00 per dozen.

A. S. WATSON & CO.,
LIMITED.

Alexandra Buildings.

EMPIRE CINEMATOGRAPH

THEATRE.

PREMIER HALL OF THE COLONY.

Opposite Central Market.

2 Performances—7.15 to 9 and 9.15 to 11.30 p.m.

GRAND SUCCESS

of the eminent Australian Artists

MISS EVA HUGHES.

MISS WINNIE RYAN.

MISS MADGE MORRIS.

Mr JIM HARVEY.

FRIDAY, June 8.

THE MAGNIFICENT FILM.

King Edward's memorial service procession in SHANGHAI.

COMING—SADIE, MISS MYRA

JAMES & SAM GALES.

NO HOME
IS COMPLETE

WITHOUT A VICTOR

\$10 PER MONTH

WILL PURCHASE ONE.

A STOCK OF

200 Machines

and

10,000 Records

TO SELECT FROM.

S. MOUTRIE & Co., Ltd.

Hongkong, April 18, 1907.

MEMOS FOR TOMORROW.

Auctions.

11 a.m.—Auction of Miscellaneous Articles at Messrs Hughes & Hough's Sales Rooms.

11 a.m.—Auction of 1 Metal Band Saw & 2 Drill Cylinders at Messrs Hughes & Hough's Sales Rooms.

Noon—Auction of Clothing & Travelling Trunks at Messrs Hughes & Hough's Sales Rooms.

Noon—Auction of Salted Fish at Government Gunpowder Depot, Green Island.

9.30 p.m.—Auction of Miscellaneous Goods at Mr Geo. P. Lammer's Sales Rooms.

Miscellaneous

8 p.m.—Balloon Ascent at Happy Retreat.

General Memoranda.

SATURDAY, JUNE 11—

Band Concert in Public Gardens.

The China Mail

HONGKONG, FRIDAY, JUNE 8, 1910.

"THE FINEST SITE."

THE Hon. Mr MURRAY STEWART had another field day in the Legislative Council on Thursday upon that much-debated question which centres round what is known locally as "the finest site in the Colony." The honourable representative upon the Council of His Majesty's Justices of the Peace belongs to a race which thoroughly believes in the maxim of "sticking to it," and, when once the lists have been drawn and the combat started, refuses to withdraw until it has said the last word and delivered the final whacking blow. It is an admirable national trait and one which, within limits, we greatly admire. In the past it has enabled the Scottish people to go far and achieve much. But in the present case we think it has been pushed a little too far. Mr MURRAY STEWART, at the close of his long flight of eloquence on Thursday, practically admitted that he was flogging a dead horse. That, in fact, "the idea of selling the site is at the moment dead." But the temptation to get in the last word was evidently too much for him. So, mustering up all his dialectical skill, he stretched the Government once again upon the rack and demonstrated to his own satisfaction its lack of consistency, proving his points by quoting the words used on sundry and diverse occasions by Sir HENRY BLAKE, the Hon. Director of Public Works, and Sir FREDERICK LUGARD. Again he demonstrated that he had "behind him all the men of light and leading in the Colony," as proved by their signatures attached to the letter which he sent in to the Colonial Secretary; and then he varied the performance slightly by pouring the vials of his stream and derision over the heads of those "quidnuncs of the press" who had the temerity to disagree with him and support the Government.

And, after all this noble flow of rhetoric, all the excursions and alarms, all the sounding of trumpets and rolling of drums, we are really standing precisely where we did at the very beginning!

The reason for it all is rather obscure if we can judge by various remarks dropped during the discussion in the Council. The Hon. Mr MURRAY STEWART said that the Standard Oil Company had now no intention of purchasing the

site, because the architectural conditions which the Government proposed put it outside the range of a reasonable business proposition. The Hon. Mr E. A. HAWERT declared that the reason was to be found solely in the incapacity of the Treasury; while the Officer Administering the Government thought that perhaps the Standard Oil people had been frightened off the project by the "broad-sides of the honourable member (Mr MURRAY STEWART) or the pen of a certain lady contributor to the columns of the Press"—to wit, the China Mail. Any way, the tentative enquiry of the Standard Oil people has not been followed up and "the finest site in the Colony" is in no immediate danger of changing hands. The impartial outsider, having but a limited acquaintance with our local politics, would arise from a discussion of Thursday's debate with a feeling that there has been "much ado about nothing," and who shall say that he would be very far wrong in his conclusion? Even now that Mr MURRAY STEWART has formally declared a truce we see no reason for changing our opinion that the Government, in view of the urgent necessity for the carrying out of certain public works, would be perfectly justified in selling this particular piece of Crown land whenever it requires a reasonable offer for it.

Alongside this harmless fortune-teller, selector of lucky dates, palmist and chronologist who charges a fee for telling a fortune, there exists in Hongkong a class of men who deal in "black magic" or make use of their supposed powers to extract large sums from women. The Government is receiving the hearty support of the Chinese in ridding the Colony of these pests.

Less small-pox and plague, 23 deaths and 104 deaths respectively, among the Chinese population as against 376 and 907 in 1908, made the year 1909 a happy one for the Chinese, says the Registrar General. "The Sanitary Board does not appear to be such a begot as it was, and it is a pleasant relief not to hear so much of it as I have had to do of late years."

In Country Life Mr Ogilvie Grant gives an account of some of the interesting results of the expedition sent by the British Ornithologists' Union to the Snow Mountains, New Guinea. Among the new discoveries is a very remarkable fly of which a figure is given. In this species the eyes are carried at the ends of two long right stalks which project at each side at right angles to the body. These eye-bearing stalks are sometimes longer than the body itself. In some other species of insects the males carry appendages like miniature antlers of the sambar or elk. These are quite distinct from the antennae and their use is unknown.

THE RAINFALL.

The rain which set in yesterday continued to fall copiously all through the night, much to the joy of everybody. The extent of the fall may be appreciated when it is stated that for the 24 hours ending at 10 a.m. today no less than 8.32 inches were registered. This should well fill the reservoirs and remove all fears of a water famine. At the public stand-pipes to-day there was none of the unseemly fighting for water which has characterized the last few days—thus testifying to the fact that among the Chinese has subsided.

NEWS OF THE DAY.

The number of marriages solemnized in Hongkong during last year was 205, as compared with 168 in 1908. The number contracted at the Registrar General's Office was 85. In 1908 it was 39.

The number of rats caught during 1909 in Victoria was 59,014, and in the Kowloon Peninsula, where rat-catchers have been engaged by the dispensaries and paid by the Sanitary Department, the number was 10,751.

Forged five dollar banknotes are now largely circulated in Indo-China. The Saigon Opinion says that they are very good imitations of the genuine article. The counterfeits, however, show differences in weak colouring and in the inferior quality of the paper.

The public celebration of Confucius's birthday is advanced by the Registrar General as a sign of the growth of a national spirit among the Chinese. Two of the other signs of the times are, he adds, public theatrical performances by amateurs and amateur boxing contests.

Owing to the fact that the collection of certain heads of revenue has been transferred to the Sanitary Department, the revenue from all sources to the Registrar General's Department for 1909 was only about half that of the previous year, namely \$104,138. The expenditure was \$43,793, compared with \$43,848 in 1908, and short of the estimated expenditure by \$2,152.

The dead body of Chinaman, aged about 40 years, was found floating near the Ferry wharf at Kowloon early on Wednesday morning. On examination it was seen that the windpipe was severed and that there were numerous cuts elsewhere on the body. The case is regarded as one of murder, but so far the victim has not been identified. Another body was found yesterday at Austin Barracks, but in this case no foul play is suspected.

Under measures taken for the protection of women and girls by the Registrar General's Department the number of individuals detained under warrant during 1909 was 280, compared with 226 in 1908. They were all sent to the Po Leung Kuk and dealt with in various ways. In addition to those sent under warrant to the institution named a number of others were sent there with their consent, so that the total number of all classes sent was 515. Of these three were runaway maid-servants.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. It has never been known to fail even in the most severe and dangerous cases, and its cost is not beyond the means of any one. For sale by all chemists and storekeepers.

NEWS OF THE DAY.

Attention was last year drawn to alleged malpractices in connection with the female emigration to Siam from Hongkong. At the time no proof could be found of an organized traffic in women being carried on, but later in the year sufficient evidence was obtained to warrant action being taken by the Registrar General's Department against some of those concerned in it.

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There has just died at Florence the Countess Faron. She was the last of the Vespucci family. Amerigo Vespucci, it is well known, gave his Christian name to the continent of America, and she traced her descent from the celebrated navigator. Half a century ago the Countess was a personage of note. She played her part in the Garibaldian movement, and she was an intimate friend of Mazzini. She was an object of suspicion to the Grand Duke Ferdinand when she took up her residence in Tuscany, and was under police surveillance. Her husband was a colonel in the French Army, and saw service in the Crimea, where he was severely wounded. He died some years after the Lombardy campaign. For many years she had lived in modest retirement.

SOCIAL AND PERSONAL.

Sapper J. Lawrence, H.K.V.C., has been granted leave of absence for 2 months from the 1st June.

Sergt. S.A. Seth, H.K.V.C., of No. 1 Coy., has been granted six months' extension of leave from the 30th June.

MISSING HONGKONG NATIVES.

The Kidnapping Nuisance.

In the course of the report of the Registrar General for 1909 it is stated that the number of persons reported to the Po Leung Kuk as missing in Hongkong during the year was 238 of whom only 37 were found. The corresponding figures for 1908 were 91 and 39. The number of boys reported missing was 97 as against 38 in 1907. The total number of persons reported missing, including reports from China and Macao, was 399. Of these 50 were reported to have been found. The corresponding figures for 1908 were 131 and 48. The large increase in the number of missing children has received the serious attention of the Government.

Kidnapping of children—mostly boys—both in Hongkong and in the adjacent districts of China has been very prevalent. This department has had the fortune occasionally to discover kidnapped children who have been brought to Hongkong and to obtain, through the Po Leung Kuk, the restoration of children who had been taken away from many ways. On the other hand, the Self-Government Society in Canton are opposing the suggestion with all their might. They assert that business with Yunnan is very little, and seems to be decadent, that steps are now being taken to establish a National Bank in China, which shall have branches in all the Province, and that therefore, when this is done, there will be no need for anything else. This attitude is taken up by all classes in Canton who have, or think that they have, any influence, and not a few of them are very influential in the movement. Meanwhile the Governor of Yunnan is pursuing the usual course of waiting, on the plea that he is examining into the probability of success in order that he may see how to advise. Probably in the end the French will get their own way, and the bank will be established.

FRENCH BANK ADVOCATED FOR YUNNAN.

FOR YUNNAN.

It is reported from native sources that strenuous efforts are being put forth to establish a Chinese-French bank for Yunnan. According to our authority, the French in this province are taking steps to encourage the Canton officials to counteract such an enterprise. The reason assigned is that some railways are now opened, and probably more will follow. It will be, therefore, more convenient for traders that such a bank be established, and it will facilitate inter-communication in many ways. On the other hand, the Self-Government Society in Canton are opposing the suggestion with all their might. They assert that business with Yunnan is very little, and seems to be decadent, that steps are now being taken to establish a National Bank in China, which shall have branches in all the Province, and that therefore, when this is done, there will be no need for anything else. This attitude is taken up by all classes in Canton who have, or think that they have, any influence, and not a few of them are very influential in the movement. Meanwhile the Governor of Yunnan is pursuing the usual course of waiting, on the plea that he is examining into the probability of success in order that he may see how to advise. Probably in the end the French will get their own way, and the bank will be established.

KNOWN THE WORLD OVER.

THE world's most successful medicine for bowel complaints is Chamberlain's Colic, Cholera and Diarrhoea Remedy. It has relieved more pain and suffering, and saved more lives than any other medicine in use. Invaluable for children and adults. For sale by all chemists and storekeepers.

BIRTHDAY OF KING GEORGE V.

To-day was observed as a day of non but there was no public celebration of the birthday of King George V, on account of the death of King Edward VII. All the European shops, offices and banks were closed and at noon a royal salute was fired by the men-of-war in the harbour both British and foreign. In addition the Hong Kong and Singapore Battalion R.G.A. fired royal salutes of 21 guns. All the Government Departments were closed, while there were no sittings of the Courts either at the Supreme Court or the Magistrate's.

DIOCESAN BOYS' SCHOOL SUCCESSES.

A very interesting ceremony took place at close of school last evening. The scholars have succeeded this season in winning both the Senior Challenge Shield, and the Junior Cup of the Hongkong Schools' Football League. The Bishop of Victoria, in the presence of the headmaster, (Mr G. P. Perry), the staff, and the whole school, presented the trophies to the proud captain, and the gold and silver medals to individual members of the teams. The presentation was hailed with delighted ovations, the pupils manifesting justifiable pride in their school's achievements.

Displayed on the wall behind the trophies were the Blake Challenge Shield for Hygiene, as well as the Civil Service Challenge Cup, the latter a trophy of the recent local Schools' Sports.

Certificates, the result of an examination in Pinnau's Shortland, were also presented as trophies to an ancient and distinguished English family. "What we have held." He was pleased that short-hand was part of the school's curriculum; in this progressive, commercial age that art and typewriting were invaluable to success.

Amongst those present were Mr R. C. Barlow, Secretary to the School's Football League, and Mr Lorrain, Mr A. E. Irving, Director of Education, who was unable to attend. A pleasant gathering concluded with a hearty vote of thanks to the Bishop and the visitors.

ABANDONMENT OF BODIES.

Success of Hongkong Crusade.

The following extracts from the yearly report of the Registrar General on the matter of the abandonment of dead Chinese bodies in the streets of Hongkong will be read with interest:

The state of affairs compared with that which existed a very short time ago is one which justifies me in congratulating the leaders of the Chinese community on the success of their efforts. That there still remains much to be done is obvious; it is only in Victoria that the number of bodies abandoned during the second half year is less than the number for the first six months. There, out of a total of 111 bodies abandoned—42 being to the last six months. Of the whole number of abandoned bodies—281—66 were bodies of infants brought to the dispensary and alleged to have been found in the street. Very possibly a number of these were brought from the houses where the infants died, but the parents were afraid to give the address. In connection with the abandoning of infants' bodies, it is satisfactory to note that 5,704 children under 5 years of age were treated at the dispensaries as compared with 5,721 in 1907.

Enquiries regarding the methods adopted in Hongkong to put a stop to "dumping" and a copy of Mr Irving's report of the 26th February was sent to the Secretary for Chinese Affairs.

The confidence which the dispensaries are beginning in various degrees to inspire is very well seen from statistics which show the number of infants—alive and dead—taken to the dispensaries; and whether the address from which they came was reported or not. At the Western Dispensary, the first started, and the one in which the keenest local interest is taken, the number of live infants has risen from 207 to 258 and the number of dead bodies dropped from 268 to 151, the number of dead bodies from an unknown address falling from 167 to 20. The East Point Dispensary, which was opened at the same time, is more backward but there is a number of congratulation that although the cases in which the address is unknown have risen from 4 to 53 the number of dead bodies has risen at the same time from 62 to 166. At the Central Dispensary, opened two years after the other two, progress is marked by a large increase of the cases in which the address is known; the number of those in which the address is unknown remaining the same.

The returns kept by the Police show that in 1905 and the four succeeding years the number of bodies dumped was 1,038, 1,447, 1,273, 989 and 381. For the purpose of comparison between the years 1908 and 1909 I take the figures given in my official returns which are 1,025 (instead of 899) and 381.

The effect of the crusade against dumping was not apparent until August, 1908. In the first seven months of 1908 the number of bodies abandoned was 748, in the last five months 237. In 1909 the corresponding figures were 223 and 158. In Victoria the number for the year has dropped from 377 in 1908 to 111 in 1909, in Kowloon from 341 to 89. The Harbour population is the worst offender, and I do not anticipate much improvement until the second half of 1910. In comparing the figures for the last two years the absence of any serious epidemic in 1909 must not be lost sight of.

SPORTING.

Lawn Bowls.

Should the weather permit Kowloon will meet Taikoo on Saturday afternoon in the lawn bowls' league competition, while the Police will be opposed by the Civil Service.

[Continued.]

ARBITRATION.

ANGLO-AMERICAN EXAMPLE TO THE WORLD.

(Reuter's Service to the China Mail)

LONDON, June 3.

The Arbitration Tribunal, consisting of the most eminent lawyers of both countries, to settle the Anglo-American dispute in regard to the Newfoundland fisheries, has met.

The President said America and England had set an example to the whole community of nations by submitting a century-old conflict to arbitration.

TWICE ACROSS THE CHANNEL.

LATEST FLYING ACHIEVEMENT.

(Reuter's Service to the China Mail)

LONDON, June 3.

The Hon. C. S. Rolls started yesterday at 0.30 o'clock on an aeroplane trip across the English Channel, leaving Dover for Calais.

After crossing he circled for ten minutes over St. Gatte but did not land, and then started back for Dover, which he reached at five minutes past eight o'clock.

(Note.—The Hon. C. S. Rolls was the founder of the Aero Club of the United Kingdom. He owns a number of balloons and in 1906 won the French Aero Club's medal for the longest balloon journey, travelling from Paris to Southampton, Norfolk. He is also a noted motorist.—Ed. C.M.)

FRANCE AND MOROCCO.

(Reuter's Service to the China Mail)

LONDON, June 2.

Under the loan agreement French comptrollers have begun the collecting of ninety per cent. of the Customs in Morocco, leaving only ten per cent. for the Sultan.

A CRETAN APPEAL.

DESIRES UNION WITH GREECE.

(Reuter's Service to the China Mail)

LONDON, June 2.

The Cretan Government, in a Note to the Powers, appeals to them not to delay union with Greece, as any government other than Hellenic would be a failure.

THE GALE.

DAMAGE AT HANGCHOW.

(Wah Tai Yat Po's Service.)

SHANGHAI, June 2.

The strong gale and heavy rains did considerable damage at Hangchow on the evening of May 31st.

THE LATE CANTON MUTINY.

PUNISHMENT TO BE METED OUT.

(Wah Tai Yat Po's Service.)

PEKING, June 2.

An Imperial Edict has been issued directing the Board of Law to confer on the matter of the punishment to be meted out to His Excellency Yuan Shu Fan, the Governor-General at Canton, by reason of his being in some measure responsible for the mutiny among the foreign-trained soldiers in February last.

General Chang Chah-pai and Colonel Lin Yu-pai are also to be handed over to the Metropolitan Court of Justice to take their trial.

BEFORE THE RAIN.

TROUBLE FEARED IN CANTON.

(Wah Tai Yat Po's Service.)

PEKING, June 2.

The French Consul at Canton has telegraphed to the French Minister here to the effect that he feared that the death of rain and the subsequent poor rice crop in Kwangtung would lead to unrest. He therefore requested that the Board of Foreign Affairs be urged to adopt measures providing for the protection of foreigners.

(Note.—We assume that the situation has been relieved as the result of the heavy rains which are now falling in the South.—Ed. C.M.)

A YEAR'S FIRE BRIGADE WORK.

The report of the Superintendent of the Hongkong Fire Brigade for 1909 states that the total cost of the Brigade, during the year was \$72,237, of which amount \$44,129 was for the new floating engine. The strength of the brigade is 97 men, and they had to deal with 31 fires and 63 incipient outbreaks; the damage caused by the fires amounting to \$848,838, or about three times that of the previous year, though the number of fires was precisely the same.

CHINESE LABOURERS' SAVINGS.

The Registrar General makes the following interesting statement in the course of his yearly report:—"Estimates have been made at various times of the wealth brought back to China by labourers, who have emigrated to the Malay Peninsula or the Dutch Indies. I find it stated in one of the Chinese Customs reports that one shipload of 467 labourers returning to Ballow has brought back savings to the amount of \$29,035, or nearly \$60 a head, which may be accepted as the equivalent of the wages of a farm labourer for ten months."

THE ANTI-SPITTING CRUSADE.

A reference to the anti-spitting crusade is embodied in the report of the Registrar General for 1909. This states that in August a Society was formed by the leading Chinese for the suppression of spitting in public places. The Society has a most influential backing, and there is a genuine attempt to change the habits of the Chinese in this respect. The Society soon numbered 104 members. Handbills have been distributed, notices are being carried by conspicuously clothed coolies through the streets, a lecturer has been engaged and a large number of varnished boards are being prepared to be fixed permanently to the walls of houses and in public places.

CHINESE GENEROSITY IN HONGKONG.

The generosity of Hongkong's leading Chinese residents is eloquently testified to in the annual report of the Registrar General, which states:—"Men with money have many claims on their purses in Hongkong. In addition to the \$108,000 subscribed to the University, \$69,000 were subscribed for a small port hospital at Kennedy Town and the new District Plague Hospital at West Point was built at a cost of \$10,000 by public subscription. The large hospital at Yau-mai will soon be, expecting funds for maintenance and subscription will have to be collected to build the Plague Hospital at Wanchai. In addition to these the Chinese community maintains the dispensaries as a cost of \$28,000, the District Watchmen at a cost of \$25,000, and subsidizes \$21,000 to maintain the Tung Wah Hospital, and \$8,000 for the Po Leung Kuk."

THE NIPPON YUSEN KAISHA.

Tokyo newspapers state that at a meeting of the Directors of the Nippon Yusen Kaisha it was decided to pay a dividend at the rate of 10 per cent. for the half year ended March 31st. The income available for this purpose is 2 million yen approximately, including 400,000 yen brought over from last account and as the dividend takes 1,500,000 yen, it is possible to carry forward 700,000 yen, after allowing 68,448 yen for rewards to officials, and placing 72,000 yen to the reserves. This favourable result is attributed to three causes, namely, the

MARINE MOTORS FOR HONGKONG AND THE FAR EAST.

Some months ago, July 1909, I was approached on the subject of marine motors being used to replace steam engines in the navigation of launches and general harbour craft in the Hongkong waters.

Investigation has shown me that there is a gigantic future for such an enterprise, not only as regards Hongkong but throughout the whole of China and the Far East.

Let us take a few of the most evident points in favour of motor versus steam engines for harbour work:—

With steam engines, supposing only three runs of 20 or 30 minutes are to be made in the course of the 24 hours, steam must necessarily be kept up during the whole time. With a motor engine only a few seconds more than the actual time of the run are needed, being a saving of fuel for at least 22 hours out of the 24.

To get up steam in a cold steam engine at least from 1 to 2 hours is necessary. With a motor engine absolutely no time need be wasted.

To all intents and purposes motor power can be applied to any craft, whether at present such craft be propelled by steam, by sail or by hand. Outside harbour work (whether cargo passenger or sport be understood) there is the great demand for shallow-draft River Boats to be taken into consideration. Between Hongkong and Canton alone there is room for some hundreds of such craft, replacing and supplementing the junk and small steamer traffic, whilst in the upper reaches of the river the possibilities of the motor are practically unlimited. Going north we have not only Shanghai and the lower Yangtze waiting for us, but an entirely new departure in connection with the rapids in the Ichang and upper Yangtze districts.

As regards what is being said and done by the Motoring world the following extracts from *The Motor Boat* of the 11th November, 1909, may be of interest.

"For several reasons, marine motoring is in an earlier stage of development in Hongkong than one would have expected on seeing the fine harbour. There have long been a number of steam launches, practically every European having the use of some firm's launch after office hours, or those not so fortunate being able to hire them cheaply, and this no doubt is in part responsible for the rather backward state of the new industry. The first motor boats introduced to the Colony certainly gave the impression that they were not reliable, yet after years some of these old boats have been bought cheaply, and are now giving excellent service.

"During the typhoon season, it is necessary to haul up all the sailing boats for safety, but as the motor boats are able to make the typhoon shelters under their own power, the same necessity does not exist. Further, they are at their best in the hot weather, when they can be used for picnics, bathing parties and evening runs."

"I am not aware that a motor boat of a reasonably light weight has ever been built in the Colony. I am certain that if a good European builder came out here he could establish a fine business; it is, unfortunately, not practicable to get a man out on contract."

To meet this difficulty the Belfast Hongkong Marine Engineering, Limited, have sent out a selection of both 2 and 4 stroke motors, also a couple of fitted boats. As their own engineer is on the spot trials and installations can be arranged immediately, whilst any class of motor boat can be built to order in Hongkong. This will enable purchasers to buy motor engines at makers' catalogue prices and either to utilise existing launches or whatever craft they may possess, or to choose their own style and class of boat whether of teak, seamless steel, or any other material. For *Lighters, Junks, Sampans*, etc., the company have brought out a special motor which can be adapted without altering a bolt or a rivet. Of this again *The Motor Boat* says: "Probably many of the old sailing craft and junks, which are now being run off the trade by the small steamers, would still be able to compete with success if they had auxiliary motor power, as the wages bill would be reduced, because the motor could be run by one of the crew. The interest on the first cost of the machinery, together with fuel and other running expenses, would be more than counterbalanced by the greater number of trips which could be made in the year. Such a vessel, if she had a motor capable of driving her at about five knots in smooth water, should easily increase her total number of trips in a year by 40 to 50 per cent. Consequently, her earnings would be nearly doubled, as the wages of the ship would not increase to any considerable extent. This increase in the gross earnings of the ship, added to the saving of any towage, which might occasionally be required in the case of a sailing vessel, should be sufficient to pay all the additional expenses entailed by the installation and running of the motor, and still show a net profit well above that when working under sail alone."

For vessels of this description the motor must be strong, simple, and efficient, as in the case of all other commercial motor craft. The power required to obtain the most economical results would be somewhere about 40 h.p. per 100 tons dead weight capacity, or even less, if a speed of 4 knots would suffice. The fuel should be either paraffin or crude oil, if the latter can be used successfully. Generally speaking, petrol should not be employed as fuel, as it is not so suitable for commercial purposes as the heavier liquids.

Re Crude Oil Engines the "Duffield" is absolutely the best, most satisfactory and most economical on the market. The "Blake" Marine Motor, which has been brought to Hongkong by The Belfast Hongkong Marine Engineering Co., Ltd. with sole

rights for China, Japan and Straits Settlements, has been selected from amongst all competing motors by the National Lifeboat Association as being most suited to their requirements and has therefore been adopted by them.

As regards Marine Motors for Fishing craft, *The Motor Boat* says: "Compared with the progress made by sail-boats at the English fishing, the motor-equipped craft have grossed more than double the wind-propelled boats, and in several cases they have tripled the earnings of the sail craft."

"Yet another sphere of usefulness for the commercial marine motor has made its appearance. Motor dredgers and weed-cutting launches are now being widely used, notably by the Egyptian Government."

Having touched thus lightly on the general advantages of motor over steam engines let me add that it would be difficult to find a more suitable locality for proving these engines than the Chinese waters, or a more propitious moment than the present one when competition is so keen and strong that success must go to such a firm as the Belfast Hongkong Marine Engineering, Ltd., which, in order to give buyers the opportunity of seeing and testing their marine motors, have brought out their own engineers to demonstrate on the spot the advantages they offer by a practical knowledge of what engines are most suitable for the various kinds of craft and the conditions under which they will have to work.

The Belfast Hongkong Marine Engineering, Ltd., are appointed sole agents for the Far East, Japan and Straits Settlements for the following engines, ranging from 2 to 100 B.H.P. and in price from £16 to £1,500.—Blake, Alpha, Skot, Belfast Dredger, Fishermen's Friend, The Seafarer, Lifeboat and Ship's boats, and the Duffield and Crude Oil.

The companies' advertisements will appear in the course of a few days.

K. A. MASSEY.
Hongkong Hotel, June 1st, 1910.

POLICE ACTIVITIES.

From the report of the Captain Superintendent of Police for the year 1909 we extract the following interesting paragraphs:—

During the year six Europeans and 177 Indians of the force obtained certificates for knowledge of Chinese, and 54 Indians for knowledge of English. Altogether the conduct of the force has been good and plucky, and activity has been duly rewarded in the case of two European officers, two Indians and three Chinese.

The establishment of the force is 132 Europeans, 411 Indians, and 511 Chinese. The total police force in the New Territories was 124 men, of whom 15 Indians were on railway duty.

The number of strange coolies who found employment on the railway could not have been less than 5,000, but they gave little trouble to the police though they kept the small debts court busy.

Thirteen European constables were engaged during the year, two recruited from England and eleven locally.

There were 9,819 cases reported to the police as against 9,162 in 1908. Serious offences showed an increase of 103.

The estimated value of property stolen during the year was £210,160.42, as against £189,211.10 in 1908. The value of the property recovered is a very small proportion, only £21,963 worth of property having been restored to owners.

Rickshaws licensed during 1909 numbered 1,100 in Hongkong, 50 in Quarry Bay, and 345 in Kowloon. Cabs licensed numbered 605 in Hongkong, 50 in the Hill district.

BOUNDARY QUESTIONS.

China has quite a number of boundary questions now on hand. We recently wrote of her alleged negotiation with Germany as to the delimitation of the latter's leased territory in Shantung, though it must be confessed that in view of the extreme accuracy which characterises all German official documents one is disposed to be doubtful about this Shantung story. Then there is the Malacca controversy, about which nothing definite has recently been stated. There is also the Sumatra problem, which also may be classed as a boundary problem, and which is now pressing for solution inasmuch as it affects the trade of several countries. Finally there is a delimitation dispute between England and China as to the eastern confines of Burma and Yunnan. These are said to be in a very indefinite condition and British subjects from Burma are reported to be gradually encroaching upon territory which China regards as part of Yunnan. More than two years ago a delimitation in this remote quarter of the world was entrusted to the Viceroy of Yunnan, and as nothing has been heard from him since then the Peking Government is said to be growing impatient.

ENGLISH BOXER ARRESTED.

As reported in our special Reuter's telegraph service a fatal issue attended the fight between Owen Moran, of England, and "Tommy" McCarthy, of America, the latter dying subsequently as the result of a fall after a knock-out blow from his opponent. After sixteen rounds of clever, hard fighting Moran swung his right with tremendous force, landing squarely on the American's jaw. McCarthy dropped and his head struck the floor, where he lay right. Powerful stimulants were applied without effect, and he died in St. Mary's Hospital in the early morning without regaining consciousness. He was in the hands of the surgeons for over an hour, but their efforts were fruitless, his skull having been fractured at the base as the result of the fall on the mat. Whilst McCarthy was unconscious Moran and the seconds of both pugilists were detained by the police, and when McCarthy died Moran was formally charged with manslaughter. McCarthy's seconds were released on their own recognisances, and Moran and the other men arrested to a cash bail of £20 each. The promoters of the fight were not arrested.

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. For sale by all chemists and druggists.

THE FISHERIES OF CHINA.

The history of fisheries in China, like that of many other things, is an old one.

The ancient classics refer to the times when the primitive people tied ropes together to form fishing nets, and mention the appointment, several centuries before the Christian era, of special officials to rule over and protect the fishermen. The first statesman that recognized the importance of the fishing industry was Chiang Tsu-yu, who lived in the eleventh and twelfth centuries B.C., and rose to prominence from a humble home on the coast. It is said that this wise and virtuous angler, then 80 years of age, was fishing with a straight piece of iron, upon which the fishes readily allowed themselves to be caught, when the Emperor Wen Wang discovered him, and for twenty years he served his imperial master faithfully and successfully. Through his ardent efforts and wise planning, fishing first became an important industry among the people, and with it also grew up its allied industry, the manufacture of salt, without which the former would have been seriously crippled for want of preservative facilities.

The most ancient pisciculturist was Tso Chu Kung, who lived in the fifth century B.C. His method of fish culture combined both knowledge and ignorance. He dug a pond of the size of an acre, leaving nine small islands scattered about. In the pond he placed 20 female carp 3 feet in length and 4 male ones of similar size. This was done in the month of March. In March of the following year there were found 5,000 fishes one foot long, 10,000 two feet long, and 15,000 three feet long. In the third year the number had been multiplied ten or twenty times, while in the fourth year it was not possible to keep count. The nine islands were to deceive the fishes, who would believe that they were in the big ocean travelling around the nine continents.

Pisciculture in China has been confined to fresh water kinds. The fry are fed with the yolk of eggs, with very fine bran, or with bean powder, or to powder. When the fish reach the length of a foot or so they are transferred to a pond, where they are fed with young grass. It is considered advisable not to have the pond too deep for fear of the water getting too cold for the young fish, and certain plants and trees are grown around and over the pond for various purposes and with various objects. For instance, it is believed that the dew from the plant leaves has a medicinal effect on the fishes, the berries of certain trees are relished by the young fishes as a food, the grape vines which cover the pond prevent birds from polluting the water, and the luxuriant growth of the hibiscus along the edges repels the invasion of beavers. Of course, all these beliefs and theories are not scientific, but are based on tradition and experience.

With the division of the people of the Empire into four distinct classes—scholars, agriculturists, artisans, and merchants—the men of the second class, who are the fishers, are the most numerous. They are considered as a lowly class, but are placed in an anomalous position, in that they were not included in any of the four classes. Thus socially ostracized to a certain extent, they cling more and more to themselves, forming groups and clans, and are often found on the mainland or on isolated and rocky islands. They lived in a world of their own, knowing nothing of the affairs of their country and caring less. To this day they do not come into direct contact with their countrymen on the mainland or in the interior, and the people of their own class are fish to fishmongers, who go out to them during the fishing season with silver or with the necessities of life in exchange for the fishes.

In discussing the fisheries of China attention must be called to the difference in taste between our people and those of the West. In the first place, the epicure does not care much for deep-sea fishes, and a fish like the salmon would not at all appeal to his palate. He would rather eat in eating those of the funny tribes whose meat is soft and fine, and are to be caught in rivers, brooks, lakes, ponds, and the surface of the ocean. Another factor which has checked the development of deep-sea fishing has been the lack of rapid transportation facilities and of refrigerative means, necessitating the preservation of deep-sea fishes in salt before they could be sent inland. On the other hand, there are products of the sea which are highly valued by the delicacies of the table, but which have little or no consumption in the West. Just to mention a few well-known ones, the fins of the shark, the beche-de-mer, the cuttlefish, the jellyfish, the scallop, and the sea slug, which are all highly valued delicacies of the table, but which are sold to any extent in the West.

The more common of the edible fishes of China are the perch, mackerel, sturgeon, goby, pomfret, eel, gudgeon, snail, sole, mullet, flounder, herring, carp, bream, etc. With the spread and growth of new ideas through intercourse with Western nations, the possibilities of the fishing industry have become more and more apparent to our leaders, and it is realized that for a proper development the whole industry must be thoroughly organized and all modern improvements in the way of vessels, apparatus, and methods of fishing, aquaculture, etc., must be introduced. A bureau of fisheries, modelled much after the pattern of the West, with headquarters at Shanghai and branches in Hankow, Tientsin, Chefoo, Canton, and Foochow, has been established. The maritime provinces of Fongteng, Shantung, Chikiang, Kiangsu, Fukien, and Kwangtung have interested themselves in the work of this bureau. Investigation has been made into all different types of vessels, nets, and other apparatus employed in the industry, of the groups of fishermen and their methods of fishing, of the habits and rules and traditional usages obtaining among fishermen, with a view to government legislation and regulation. Also of the numerous islands and rocky coasts, which have for centuries been the resorts of our fishermen. The last mentioned work has been carried out with the co-operation of instructors from the naval college at Nanking. This fisheries bureau, more commonly known as the Kiang-Chi Fishery Company, is authorized and recognized by the Ministry of Agriculture, Works, and Commerce, and has for commissioners the Viceroy of Shantung.

Established only about four years ago, the fisheries bureau is of course only in embryo state, but in a general way much has been encouraged and developed in that protection has been afforded to the fishermen from attacks of pirates, from clandestine fishing by foreign vessels in Chinese waters, and from illegal exactions by official underlings. By the construction of houses for the storing of natural ice, the sale of fresh fish has greatly increased. A fishing vessel, propelled by steam power, was purchased, but so far the vessel has proved to be a failure from a financial point, for the simple reason that deep sea fishes cannot fetch good prices in the country. Four

VISIT OF JAPANESE TRAINING SQUADRON.

The Japanese training squadron consisting of the "Aso" and the "Soya," under the command of Admiral Ichiji, and with H. I. H. Prince Kitashimikawa on board, will arrive here from Singapore on the 8th inst. It will be remembered that the vessels are prize ships captured from the Russian Navy during the late Russo-Japanese War, the "Aso" being known formerly as the "Bayan" and the "Soya" as the "Varang."

There are about 600 cadets on each boat, and during their stay in Hongkong arrangements will be made for their entertainment. We understand that the stewards of the Jockey Club are entertaining the visitors to a luncheon at the Racetrack, where other forms of recreation will be indulged in.

THE WORLD'S NAVIES.

How Great Britain Stands in Relation to the Powers.

The Admiralty has issued their second annual return in a form requested by Sir Charles Dike of the fleet of the world, omitting battleships and armed cruisers over twenty years old from the date of launch, and distinguishing between the various types of vessels. The return also specifies for every vessel the date of launch, the date of completion, the displacement, horse-power, and armaments reduced to a common scale.

Great Britain is shown to head the list in effective tonnage, of which type she has 65, including the monster Dreadnoughts. Next comes Germany with 33, the United States 30, France 17, Japan 14, Italy 10, and Russia 7. Great Britain has nine vessels building, Russia and Germany 8 each, France 6, the United States 4, Japan 3, and Italy 2.

Neither Great Britain, Italy, nor Japan have any warships known as the armoured coast defence type, but the United States has 10, France 3, Germany 7, and Russia 2. Apparently these numbers are considered adequate, for there are no more such vessels building.

ARMOURD CRUISERS.

In the matter of armoured cruisers Great Britain again is well ahead of all her rivals, having thirty-eight armoured, eighteen first-class, thirty-five second-class, sixteen third-class, and two unprotected. France possesses twenty armoured cruisers, five first-class, and twenty second-class. In the Russian navy there are four armoured cruisers, seven first-class, two second-class, and a similar number of third-class. Germany at the present moment numbers nine armoured cruisers, twenty-two second-class, twenty third-class, and ten unprotected. Italy has eight armoured cruisers, three second-class, and eleven third-class. The United States is also fairly strong in cruisers, having fifteen armoured, three first-class, sixteen second-class, two third-class, and five unprotected. The Japanese have at their command twelve armoured cruisers, two first-class, eleven second-class, six third-class, and a similar number of unprotected. Of the armoured class Great Britain and Germany have each three 'building and France, Russia, and Italy two each. There are no few or third-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy.

At present there are very few of the larger variety of destroyers in commission. Great Britain owning eight and the United States three, whilst Italy has one building. Great Britain has eighteen torpedo vessels, France nine, Russia six, Italy five, and the United States two, and Germany and Germany have each three 'building and France, Russia, and Italy two each. There are no few or third-class cruisers building, and comparatively few second-class. Great Britain having nine, Germany five, and Japan three. The only two unprotected cruisers building are for the British Navy.

As regards torpedo-boat destroyers, Great Britain is ahead of all the other countries, but she is not quite got a two power standard. Of vessels already commissioned, she has one hundred and fifty. Next in order is Russia, with ninety-seven, then Germany with eighty-six, France sixty, Japan fifty-eight, the United States twenty-five, and Italy twenty-one. The British Fleet will be increased by thirty-seven destroyers, now building, whilst France has in contemplation seventeen, the United States fifteen, Germany twelve, and Italy and Japan two each. Russia is not building any new destroyers.

Of the new type of torpedo-boats with an armament of two 12 pounders and three torpedo-tubes, Great Britain has 38, but the other countries are unrepresented in this class. Of the general class of torpedo-boats, Great Britain has 80, France 24, Russia 63, Germany 82, Italy 96, the United States 30, and Japan 69.

Considering the short time in which this use has been possible, there are an extraordinary number of sub-marine vessels attached to the navies and in this class again Great Britain has managed to outstrip her rivals, heading the list with 63, seven more than France possesses. Russia has 31, the United States 18, Japan nine, Germany eight, and Italy seven. France has the largest number of sub-marine building—23, whilst Great Britain has 11, the United States 10, and Russia and Japan three each. The number building for Germany is returned as uncertain.

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London, via Suez, Port Said, Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Korea, and Yokohama.	ARCADIA	June 8th	Freight and Passage.
London, via Suez, Port Said, Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Korea, and Yokohama.	ARCADIA	June 8th	Freight and Passage.

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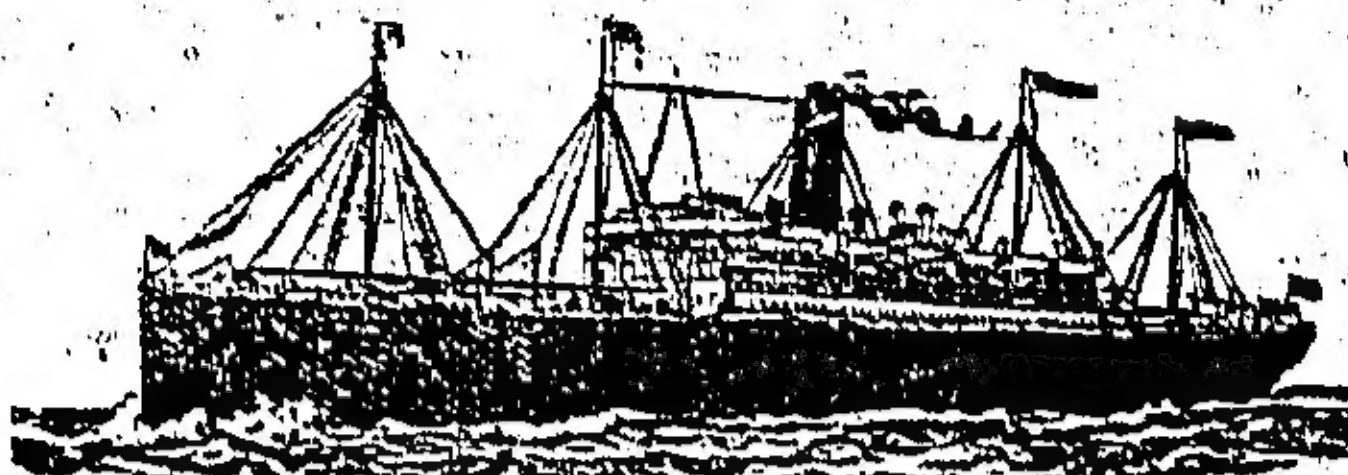
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INTERMEDIATE SERVICE.

Asia 9,500 Tons, SATURDAY, 18th June, at 1 p.m.

China 10,200 " SATURDAY, 18th Aug. at 1 p.m.

The P.M. S.S. MANCHURIA will leave for San Francisco, via Keelung, Kobe, Yokohama and Honolulu, on SATURDAY, June 18th, at 1 p.m.

The fine Mail Steamers ASIA and OHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London, via Canadian Atlantic Ports \$43.

Hongkong to London, via New York \$45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agency in the Companies, Kwa's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, MOJI, KOBE & YOKOHAMA	TACOMA MARU, Capt. H. Yamamoto.	5,178	Wednesday, 16th June, at Noon.
TACOMA, via MOJI, KOBE & YOKOHAMA	DAIICHI MARU, Capt. Y. Yamamoto.		Wednesday, 23rd June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers, also staterooms. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasury and Fur. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	DAIICHI MARU, Captain H. Murayama.	SUNDAY, 8th June, at 10 a.m.
ANPING, via SWATOW & AMOY	SOSHU MARU, Capt. Y. Yamamoto.	WEDNESDAY, 8th June, at 10 a.m.
SWATOW, AMOY & TAMSUI	DAIICHI MARU, Captain Y. Kaboraki.	WEDNESDAY, 15th June, at 10 a.m.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: CHOKUO MARU and 'BOON MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 22, 1909.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail
SAVIER, GENOA, AGENERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.	PRINZ KETEL FRIEDRICH, Capt. E. Malchow.	WEDNESDAY, 15th June, at Noon.
SHANGHAI, TSINGTAI, NAGASAKI, KOBE & YOKOHAMA.	ROON, Capt. —	WEDNESDAY, 15th June, at Noon.

For	Steamers	To Sail
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.	PRINZ SIGISMUND, Capt. D. Lent.	SATURDAY, 18th June, at Daylight.
KUDAT AND SANDAKAN.	BORNEO, Capt. W. Sembill.	About end of June.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO.,

General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
THIENHIN, via WEI-HAI-WEI, TIENTSIN, SHANGHAI, KOBE AND YOKOHAMA.	CHONGSHING, MONDAY, June 6, at 4 p.m.	
SHANGHAI, via WEI-HAI-WEI, TIENTSIN, SHANGHAI, KOBE AND YOKOHAMA.	KWONGSANG, TUESDAY, June 7, at Noon.	
SHANGHAI, via WEI-HAI-WEI, TIENTSIN, SHANGHAI, KOBE AND YOKOHAMA.	FOOKSANG, FRIDAY, June 10, at Noon.	
MANILA, via WEI-HAI-WEI, TIENTSIN, SHANGHAI, KOBE AND YOKOHAMA.	LOONGSANG, FRIDAY, June 10, at 4 p.m.	
SINGAPORE, via WEI-HAI-WEI, TIENTSIN, SHANGHAI, KOBE AND YOKOHAMA.	RENANG, SATURDAY, June 11, at Noon.	
AND CALCUTTA, via WEI-HAI-WEI, TIENTSIN, SHANGHAI, KOBE AND YOKOHAMA.	KUTSANG, SATURDAY, June 11, at Noon.	
SANDAKAN, via WEI-HAI-WEI, TIENTSIN, SHANGHAI, KOBE AND YOKOHAMA.	MAUSANG, TUESDAY, June 14, at Noon.	

RETURN TOURS TO JAPAN, Occupying 34 days.

The steamers Kutsang, Namsang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin and Newchwang.

* Taking Cargo on through Bills of Lading to Kuchai, Lahad Datu, Simporna, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to—

Suk Exch. 4. Telephone No. 315.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	CHINA	June 5, at 3 p.m.
SHANGHAI	CHINA	June 5, Daylight
CHONGKING	CHINA	June 5, Daylight
AMOI, MANILA, CEBU & ILOILO	CHONGKING	June 6, at 3 p.m.
MANILA	CHINA	June 7, at 3 p.m.
SHANGHAI	CHINA	June 7, at 4 p.m.
SHANGHAI	CHINA	June 12, Daylight
MANILA, ZAMBOANGA, and USUAL	TAIWAN	June 25, at 4 p.m.

AUSTRALIAN PORTS.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SARU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SURE STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SURE STEAMERS.—(S.S. Anhui, Chenan, Linan, Chinkai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES.—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 45.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	ARMAND BEBIO	GUYONNET.	June 6, p.m.
MAHSETHLES, Via PORT SAUD, TOURANE.	LANGLIN.		June 7, at 1 p.
SHANGHAI, KOBE AND YOKOHAMA	TOKIN,	CHARBONNET.	June 20, p.m.
MARSEILLES, Via PORT SAUD, YARRA.	RENECOURT.		June 21, at 1 p.

TRANSHIPMENT on the Co.'s Steamers at Singapore for BATAVIA, SOERABAYA for CALCUTTA, BOMBAY and ADELPHI, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from \$27.10 up to \$71.10. 20 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

Tons Gross	Sails
S.S. Hongkong Maru - 11,000	June 25th, at noon.
S.S. Kiyo Maru - 17,200	Aug. 24th, at noon.
S.S. Bujo Maru - 10,500	Oct. 22nd, at noon.

For particulars apply to—

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, Kwa's Buildings.

HAMBURG-AMERIKA LINE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.

via STRAITS AND COLOMBO

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

AND ALL NORTH AND SOUTH AMERICAN PORTS.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward	Home
For Shanghai, Yokohama & Kobe	S.S. ILLYRIA 7th June.
S.S. WESTPHALIA 4th June	For Rotterdam, Hamburg & Antwerp
S.S. ARABIA 16th June	S.S. SILVIA 4th June.
S.S. MECKLENBURG 1st July	For Havre & Hamburg
S.S. SCANDIA 14th July	S.S. BENEGAMBIA 8th June.
S.S. SAXONIA 28th July	For Havre & Hamburg
S.S. SYZLIS 12th Aug.	S.S. SUEVIA 19th June.
	For Rotterdam, Hamburg & Antwerp
	S.S. ARCADIA about end of June.

For further Particulars, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

Hotels.

KING EDWARD HOTEL.

HIGH-CLASS HOTEL.

LADIES' AFTERNOON TEA ROOMS

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Talkie D'Hors at STRAITS TALES.

Talkie Address: 'VICTORIA' Hongkong.

For Terms, etc., apply to the—

MANAGER.

Hongkong, October 2, 1908.

VICTORIA HOTEL.

SHAMKIN, CANTON.

Manager: Mr. H. HAYES.

Telegraphic Address: 'Victoria' Shamkai.

Situated on the British Concession.

MACAO HOTEL.

MACAO

Telegraphic Address: Farmer Macao.

Situated in the Centre of the Praya Grand.

Both Hotels electrically lighted and under experienced European Supervision.

Garden and Chinese Pavilions.

Every information and special attention to Tourists. Reasonable Rates.

Wm. FARMER, Proprietor.

Macao, May 13, 1908.

BRASSIDE.

PRIVATE HOTEL.

STANDING in its own grounds with 5 Tennis and Croquet Lawns, Large Art and Well Furnished Rooms, Every home comfort. Fine View of the Harbour.

Telephone No. 391.

Apply to—

Mrs F. W. WATTS.

'Brasside', 20, Macdonnell Road.

Hongkong, September 2, 1908.

KINGSCLERE.

PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 124. Telegram Address: 'KINGSCLERE'.

A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.

Proprietress, Mrs F. SAUHER.

Hongkong, September 1, 1908.

PRINTING..

PRINTING..

PRINTING..

Artistic Printing

AND

Book Binding

Done with Neatness and

Despatch

At Moderate Prices

Programmes

Company Reports

Business Circulars

and

Books of all kinds

Under European Supervision

China Mail Office

5, WYNDHAM STREET,

HONGKONG.

T'S CHRISTIANITY W.C.B.E.

INTRODUCING INTO CHINA

Reprints from the 'China Mail'

To be had at the 'China Mail' Office,

5, Wyndham Street.

Price 30 Cents.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leaves	Connecting Steamers	Due	Due
Colombo	Hongkong	from Colombo to	Marcelline & London	Marcelline & London
Steamer	Leaves	Steamer	Tons	Saturday
ASSAYE	June 11	PERIA	7951	July 10
ARADIA	June 25	MALWA	9600	July 24
DELTA	July 9	MALEDONIA	10515	Aug. 7
DELTA	July 23	MALWA	9600	Aug. 21
ASSAYE	Aug. 6	MALWA	9600	Sept. 4
DEVANHA	Aug. 20	MALWA	9600	Sept. 18
ARADIA	Sept. 3	MALWA	9600	Sept. 24
DELTA	Sept. 17	MALWA	9600	Oct. 1
ASSAYE	Sept. 31	MALWA	9600	Oct. 15
DEVANHA	Oct. 14	MALWA	9600	Oct. 29
DELTA	Oct. 28	MALWA	9600	Nov. 11
ASSAYE	Nov. 11	MALWA	9600	Nov. 25
DEVANHA	Nov. 25	MALWA	9600	Dec. 9

Passengers change steamers at Colombo, and those for Bangkok transfer also to the Express Mail steamer at Port Sam.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (including Suez):
1st Saloon.....\$21.10 Single. \$106.14 Return.
2nd ".....\$10.55 " \$53.12 "

In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leaves	Due
Hongkong	London	London
BOERNE	June 15	July 30
BIRMA	June 29	Aug. 14
DELTA	July 13	Aug. 28
SOMALI	July 27	Sept. 11
SUNDA	Aug. 10	Oct. 4
NUBIA	Aug. 24	Oct. 18
SYRIA	Sept. 7	Nov. 1
PALAWAN	Sept. 21	Nov. 15

These Steamers call also at Singapore, Penang, Colombo, and at Marcelline.

Fares to London (including Suez):
1st Saloon.....\$25.00 Single. \$125.00 Return.
2nd ".....\$12.50 " \$62.50 "

* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWITT, Superintendent.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamers	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rogers	Manila	SATURDAY, June 4, at Noon.
RUBI	2540	A. Fraser	Manila	June 11, at Noon.

For Freight or Passage, apply to
Shewah, Tomes & Co., General Managers.

NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations	Steamers	Sailing Date
MARSHALLS, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TANGO MARU, Capt. A. Christensen, Tons 6000 KAMO MARU, Capt. F. L. Sommer, Tons 6000 AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 8th July, at Daylight.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 21st June, at 4 p.m. TUESDAY, 19th July, at 4 p.m.
VICTORIA, B.C. AND SEATTLE.	KAMAKURA MARU, Capt. V. Nagao, Tons 7000	SATURDAY, 18th June, from KOBÉ.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 5000 YAWATA MARU, Capt. T. Sakino, Tons 5000	FRIDAY, 10th June, at Noon. FRIDAY, 8th June, at Noon.
SHANGHAI, MOJI & KOBÉ.	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 8th June, p.m.
NAGASAKI, KOBÉ & YOKOHAMA.	YAWATA MARU, Capt. T. Sakino, Tons 5000	WEDNESDAY, 8th June, at Noon.
KOBÉ & YOKOHAMA.	MISHIMA MARU, Capt. A. E. Moses, Tons 9000	THURSDAY, 9th June, 5 p.m.
BOMBAY, VIA SINGAPORE & COLOMBO.	COLOMBO MARU, Capt. E. Combes, Tons 5000	TUESDAY, 14th June.

* Fitted with new system of wireless telegraphy.
* Cargo only. * Carries deck passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

Commencing 'Aki Maru' 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st class \$120 \$110 \$100 \$90.
2nd class \$80 \$70 \$60 \$50.

With option of Ball between calling ports in Japan.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBOMOTO, Manager.

Shipping

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

LIGHTNING

Captain A. E. Gentry, will be despatched for the above ports on TUESDAY, the 7th inst., at Noon.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, June 2, 1910. 707



FOR

STRAITS, ORYLON, AUSTRALIA.

INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH.

AND LONDON.

Through Bills of Lading issued for BATAVIA, SINGAPORE, GULF, COCHIN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASSAYE, Captain Owen

Jones, R.M.S., carrying His Majesty's Mail, will be despatched for this for BOMBAY, &c., on SATURDAY, the 11th June, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship PERIA, 7,915 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Suez and Valuable Mail Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marcelline and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. Ocean, due in London on the 10th July, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, May 28, 1910. 671

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

OCEANO.

From Hongkong, on

SATURDAY, 11th June, for

VANCOUVER Direct.

To be followed by

SUVERIC, 18th June.

KUMERIC, 5th July.

AYMERIE, 25th July.

SUVERIC, 2nd August.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to:-

CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, May 28, 1910. 679

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

AFRICAN PRINCE.

will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to

ARNOLD, KARBURG & CO., Agents.

Hongkong, May 17, 1910. 632

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

BRECONSHIRE.

Captain Tomkinson, will be despatched as above on or about 30th June.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 31, 1910. 687

AUSTRIAN NAVIGATION COMPANY

STEAM FOR

HUMBE and THISTLE Direct, calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, to ROUTE AFRICA, PERSIAN GULF, Red Sea, Black Sea, Levant, YENICE and ADRIATIC PORTS.)

THE Steamship

E. FRANZ FERDINAND.

Captain GOSCH, will be despatched as above on 28th June, 1910.

This Steamer has special accommodation for passengers, Electric Lights and carrier's Cabin.

For information as to Passage and Freight, apply to:-

KANDLER, WIELER & CO., Agents.

Prince's Buildings, Hongkong, May 31, 1910. 692

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

FRANZ GOSCHMUND.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 7th of June will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 7th of June, at 8.30 a.m.

All claims must reach us before the 11th of June, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned on the 4th June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 28, 1910. 672

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE Company's Steamship Fendrocks

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

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Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 28, 1910. 672

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

YORGE.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

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Bills of Lading will be countersigned by the Undersigned on the 4th June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 1, 1910. 700

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

YORGE.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

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Bills of Lading will be countersigned by the Undersigned on the 4th June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 1, 1910. 697

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN, PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship

CHITO MARU.

This above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignee's risk and expense.

Cargo remaining on board after noon, WEDNESDAY, June 1st, 1910, will be landed and stored at Consignee's risk and expense.

Fire Insurance whatever, will be effected.

All cargo undelivered on MONDAY, June 6th, 1910, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, June 4th, at 10 a.m.

FRED J. HALTON, Agent.

Hongkong, May 28, 1910. 673

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLOMOND.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 4th June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 28, 1910. 672

Notices to Consignees

'INDRA' LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Co.'s Steamship 'Indra' having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th inst., at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown where they will be examined at 9.30 a.m. on the 6th inst.

No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

Optional goods will be landed here unless instructions are given to the contrary before arrival.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 2, 1910. 708

ROSSIA INSURANCE COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS.....Rubles 73,000,000.

NOTICE IS HEREBY GIVEN THAT

Messrs MELOERS & CO. have been appointed our AGENTS in Hongkong.

Referring to the above Notice, we have taken over the Agency of the

ROSSIA INSURANCE COMPANY.

St. Petersburg, Russia.

And we are prepared to accept Orders for FIRE & MARINE INSURANCE (European and Chinese Risks) at Current Rates.

MELOERS & CO., Insurance Dept.

Hongkong, February 4, 1910. 168

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AS SET DOWN, 1907.

£218,114,524 11 1

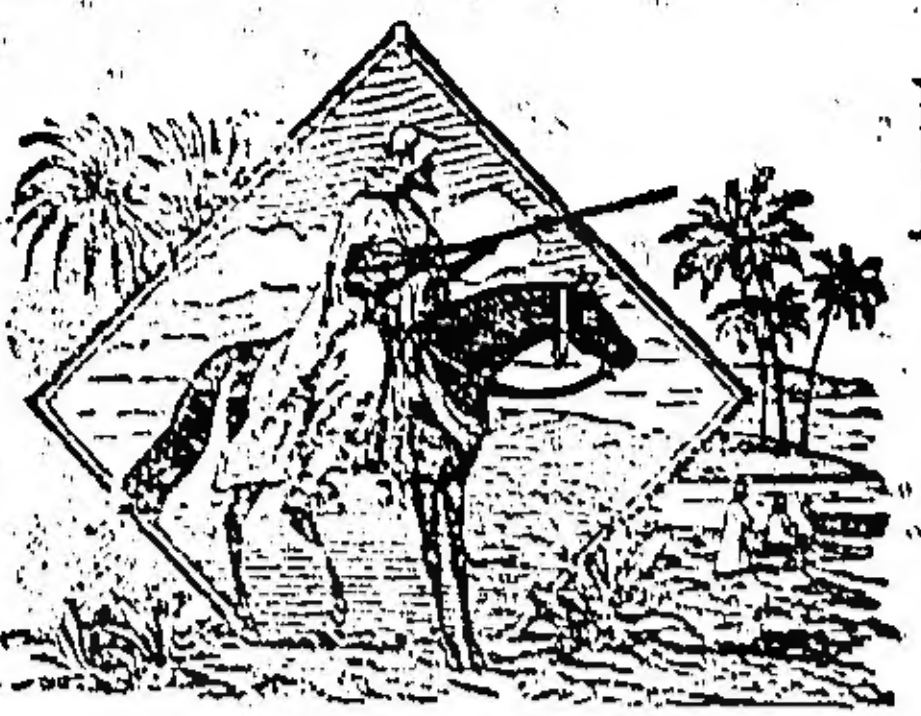
Authorized Capital £2,000,000

Subscribed Capital £2,750,000

Paid-up Capital £887,500 0 6

Fire Funds 3,065,374 15 1

Life & Annuity Funds 14,3



EGYPTIAN CIGARETTES

Messrs A. G. COUSIS & Co.

Dubec Superior	100	\$2.50
Memphis	100	2.00
Isis	100	1.10
Cousis Goldtip	20	.40

SOLE AGENTS:

KRUSE & Co.

THE ARMY IN INDIA.

Encouraging Figures Respecting Health of Europeans.

In a circular just issued by the Commander-in-Chief at Simla, attention is drawn to the notable reduction in the prevalence of disease, mortality and invaliding in the European army of India. The facts show a progressive and very marked diminution both in the total number of cases coming under treatment and of deaths from all causes, as well as from the chief preventable diseases, to which the soldier is liable. Thus, among British troops the death-rate per thousand in 1909, was 6.23, as compared with 11.1 in 1908, and 17.18 in the decade 1884-1903. Similarly the number of men constantly sick has been reduced from 5,774 in the same period to 2,879 for last year. These two facts of a mean saving of some 600 lives annually and an addition to the fighting strength of the British garrison of about 2,900 men. Entirely favourable between 1894-1903 caused on an average 1,470 attacks and 280 deaths yearly. In 1909, there were only 636 cases with 113 deaths. Similarly the amount of dysentery has been reduced to one-third, malaria to two-thirds and of specific diseases one-fifth.

WHY IMPROVING? In corroboration of these facts the number of invalids sent home has fallen considerably. Thus as compared with five years ago the number of officers invalided has dropped from 119 to 40; of women and children from 276 to 50; of non-commissioned officers and men from 2,115 to 534; and of instances from 75 to 50. These facts are eminently encouraging and will be specially welcomed in England in circles from which the officers and men of the British garrison are drawn. For the reasons which have led up to this remarkable amelioration in the sanitary state of the European army in India the foremost place must be given to the evidently whole-hearted acceptance by all ranks of the principles of wholesome hygienic surroundings, so long urged by those whose technical knowledge made it clear that radical changes were necessary.

THE INDIAN TROOPS. In no sphere of activity are greater changes for the general good noted than in the Indian contingent. Since the outbreak of the Boer war, indirectly much of the present good health of British troops must be credited to the sustained co-operation which is manifest between the cantonment magistrates, commanding officers and the medical officers. The figures quoted warrant the anticipation that not only will the high standard now attained be improved upon, but that it is not too much to hope for even better returns. The figures for last year relating to the Indian army are not yet available, but the effects of better knowledge and wider activities in the directions of sanitary effort will probably show corresponding reductions in both disease incidence and mortality among the Indian troops.

WEATHER REPORT.

The following notes are issued from the Hongkong Observatory:

On the 2nd at 12.25 p.m.—The barometer has risen moderately to slightly in Wladivostok and S. Japan, and fallen moderately over N. China.

A depression, which probably is moving Eastwards, is lying over China to the North of the Yangtze valley.

Pressure remains high over the Pacific to the E. of Japan.

Fresh S. and S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 8.52 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and neighbourhood: S. and S.W. winds, fresh, squally, thunderstorms.

2.—Formosa Channel: S. and S.W. winds, fresh or strong.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

Hongkong Register.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind	Weather
29.78	82	74	SW	2	Partly cloudy
29.78	82	74	SW	2	Partly cloudy

Minimum open air temperature on the 2nd, 76° F. Lowest open air temperature on the 2nd, 76° F.

N. G. Fico, Director.
Hongkong Observatory, June 2nd, 1910.

Today's Advertisements

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, TO-MORROW (SATURDAY), the 4th June, 1910, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, ONE NEW METAL BAND SAW, TWO NEW JEMERY DRILL CYLINDERS.

TERMS:—As usual.
HUGHES & HUGHES, Auctioneers.
Hongkong, June 3, 1910. 710

SHIPPING.

ARRIVALS.

June 3.
Singapore, British str., 1,047, F. Jamieson, Haiphong May 29, and Haiphong June 1, Kien and Stock, Butterfield & Swire.

Swatow, British str., 1,770, M. Pienell, Chinwang May 28, Coal.—CHINESE ENGINEERING & M. Co., Ltd.

June 3.
Tern, British str., 1,346, A. W. Outer, bridge, Manila May 31, General.—BUTTERFIELD & SWIRE.

Kumera, British steamer, 4,006, James Mathias, Seattle May 5, and Moli, General.—DOUGLAS & CO., Ltd.

June 3.
Binh Thuan, French steamer, 984, Chonien, Saigon May 23, Rice and Flour.—BRADLEY & CO.

June 3.
Zhu yan, French str., 1,300, Vancou, Saigon May 30, Rice and Flour.—BRADLEY & CO.

June 3.
Johnna, German str., 652, M. Island, Fathol May 30, and Huihou June 2, General.—JENSEN & CO.

June 3.
Koh-nang, German steamer, 1,293, Rostek, Bunkok May 25, Rice.—BUTTERFIELD & SWIRE.

June 3.
Seang Bee, British steamer, 7,734, W. T. Larkins, Saigon May 28, General.—CUNY.

June 3.
Zaidia, Dutch steamer, 1,083, Oppen, Tamsui June 1, ASIAN STEAMSHIP CO.

June 3.
Hogging, British str., 1,359, J. M. Hay, Bangkok May 27, Rice.—JANSEN, MATTHEW & CO., Ltd.

June 3.
Eastern, British str., 2,272, McArthur, Australia May 4, and Manila June 1, General.—GLEN, LIVERMORE & CO.

June 3.
Chinku, British str., from Canton.

DEPARTURES.
June 3.
Telam, for Saigon.

June 3.
Pembroke, for Shanghai.

June 3.
Said, for Saigon.

POST OFFICE NOTICES.

Only fully prepaid letters and postcards are transmissible by the SIBERIAN route to EUROPE.

Mails will close for:—
BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.
Per Jipka, at 11 a.m., on Saturday, the 4th June.

MANILA.—
Per Zepiro, at 11 a.m., on Saturday, the 4th June.

MACAO.—
Per Sui Tai, at 1.15 p.m., on Saturday, the 4th June.

CHEFOO & NEWHOWANG.
Per Nanchang, at 5 p.m., on Saturday, the 4th June.

SHANGHAI.
Per Kwan-yang, at 5 p.m., on Saturday, the 4th June.

SHANGHAI.
Per Chinku, at 6 p.m., on Saturday, the 4th June.

SWATOW, AMOY & TAMSUI.
Per Dayu Maru, at 9 a.m., on Sunday, the 6th June.

AMOY, MANILA, CEBU & ILOILO.
Per Sunghang, at 2 p.m., on Monday, the 6th June.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACIFIC.—
The Canadian Pacific Mail Packet Empress of Japan will be despatched on SATURDAY, the 4th June, with Mails for Shanghai, Japan, United States, Canada, etc., which will be closed as follows:—

Registration, Kowloon P.O., 3 p.m.
Registered Mover and Shipper at 4 p.m.
Registration, with fee of 10 cents up to 4 p.m.
Letters at 5 p.m.
SIBERIAN MAIL TO EUROPE.

Hongkong Tides.
The tide table given below has been compiled at the National Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1897-98.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamoon Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

June 4th to 10th, 1910.

Capt. & Mrs Bromer	Rev. S. W. Payne
Mr Herbert Bulmer	Mr Wm. Pittendrigh
Mr E. J. Chapman	Jr.
Mr Cocker	Mr J. Robertson
Mr P. S. Dixon	Mr Ruhling
Mr D. E. Donnelly	Mrs G. Sachs
Dr A. D. Foster	Miss K. Sachs